

VILLAGE OF MUNDELEIN

Marilyn Sindles, Mayor

Pamela Keeney, Clerk

440 East Hawley Street
Mundelein, IL 60060
www.mundelein.org

Telephone: (847) 949-3200

Fax: (847) 949-0143

info@mundelein.org

August 30, 2002

RECEIVED
SEP 4 2002

Mr. Bob Berry
Illinois Commerce Commission
Transportation Division/Railroad
527 E. Capitol Ave.
P. O. Box 19280
Springfield, IL 62794-9280

Compliance

Illinois Commerce Commission
RAIL SAFETY SECTION

701-0029

Dear Bob:

Enclosed is the automated horn system monthly report for the month of August 2002. Included with this month's report are the minutes from the automated horn system quarterly meeting required by the ICC order to review the operation of the system, and my letter of August 28, 2002 to Kurt Anderson regarding the blinders that were installed on the confirmation signals.

Also attached is a report from Railroad Controls showing all of the calls for service at the Mundelein locations from March 16-August 22, 2002. Some of these incidents were not previously included in my monthly report. As you will notice, since the train horns stopped on April 12, 2002 there have been a total of 12 incidents that required service calls.

Sincerely,

Michael A. Flynn
Assistant Village Administrator

MAF/ch
Enclosure

cc: Kurt Anderson, Railroad Controls Ltd.
Ronald Ries, U.S. Department of Transportation
Anyia Carroll, Volpe National Transportation Systems Center
Tammy Wagner, Federal Railroad Administration
Dennis Mogan, Metra
Chip Pew, Illinois Commerce Commission

DOCKETED



VILLAGE OF MUNDELEIN
AUTOMATED HORN SYSTEM MONTHLY REPORT
TO THE ILLINOIS COMMERCE COMMISSION

FOR REPORTING PERIOD AUGUST 1, 2002 TO AUGUST 31, 2002

OPERATIONS

Total of operational problems reported 2

CITIZEN COMMENTS

Total of citizen comments related to automated horn system 9

Positive 5

Negative 4

Total of citizen complaints related to train whistles 0

GATE VIOLATIONS

Number of tickets issued for crossing violations for this reporting period 2

Was enforcement of crossings conducted during
the reporting period? Yes

Total hours 4 minutes

COMMENTS

AUTOMATED TRAIN HORN ACTIVITY REPORT

August 9, 2002

1.	Comment William Palisek 1294 Banbury Road 847-566-1888	Letter complaining about AHS (see attached).
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August 12, 2002

1.	Comment Bob Diedrich Northwest Herald 815-385-0170	E-mail from newspaper editor praising AHS (see attached).
2.	Comment Arian Haight 201 S. Chicago 847-837-8014	Phone call praising the AHS.

August 14, 2002

1.	Comment Norman Haley 306 Dunbar 847-566-6291	Phone call and visit to Village Hall complaining about AHS, especially the number of times the horn sounds. Cannot sleep at night.
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August 17, 2002

1.	Comment Chris and Karen Anderson 1713 Dorchester Ct.	E-mail praising the AHS (see attached).
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August 20, 2002

1.	Comment	Resident stopped by Village Hall to report the horn is very loud and long when person is walking across railroad crosswalk.
2.	Comment Steve & Betty Kaminsky 501 Killarney Pass Circle 847-566-1918	E-mail praising the AHS (see attached).

August 21, 2002

1.	Operational Problem (AHS confirmation signal)	Canadian National Dispatch reported no confirmation signal at Dunbar crossing.
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August 21, 2002

1.	Operational Problem	Canadian National Dispatch reported power supply damaged at Route 60 crossing.
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AUTOMATED TRAIN HORN ACTIVITY REPORT

August 23, 2002

1.	Comment Ms. Johnson Corner Health Food Store Park & Seymour Streets	Dropped off petition signed by 75 people against the AHS (see attached).
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August 24, 2002

1.	Comment Kathy Hedberg Holcomb Subdivision	E-mail praising the AHS (see attached).
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August 27, 2002

1.	Obstruction of Highway Mundelein Police Dept.	Ticket issued to Canadian National for blocking Dunbar crossing from 2:11 a.m. to 3:16 a.m. for a total of 1 hour and 5 minutes.
2.	Obstruction of Highway Mundelein Police Dept.	At 7:29 a.m. train was blocking crossing on Allanson Rd.

August 29, 2002

1.	Obstruction of Highway Mundelein Police Dept.	Ticket issued to Canadian National for blocking Allanson Road crossing at 11:38 p.m. for a total of 12 minutes.
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William Palisek

AUG 12 2002

1294 Banbury Road - Mundelein, IL - 60060 / Phone 847-566-1888 / E-Mail
Munbill@aol.com

August 9, 2002

Mayor Sindles
Village Hall
440 E. Hawley Street
Mundelein, IL 60060

Dear Ms. Mayor;

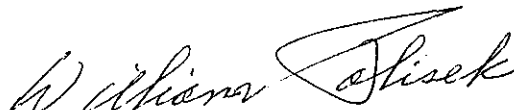
The steam locomotive was invented in the early 19th century. They used a steam whistle to alert traffic of an oncoming train. Apparently railroaders' thinking has not progressed beyond that point in time. With all the technology we have today there must be a better way to satisfy everyone's concerns.

I have a few comments and suggestions in regard to the Automated Train Horns at the Dunbar crossing:

1. The people who gave us a demonstration of the proposed automated horns a year or so ago misled us. The sound they demonstrated was nowhere as loud or as shrill as the horns that were installed.
2. The whole point of the horn system is to warn the traffic sitting at the crossing gate of an approaching train. Due to the unique layout of this crossing the horn facing West should have been placed 50 feet further West and facing East at the traffic at the gate and towards the uninhabited woods across the Rt.45 instead of blasting directly into our homes.
3. The horns should be integrated with the traffic sensors under the road and not be activated if there is no one at the crossing. During the night there is little or no traffic at all.
4. The horns should not break the silence with a 100db or louder blast, instead they should ramp up to their maximum volume to mimic an approaching train and be less jarring on the nerves.
5. In the past the trains did not sit at the crossing and sound their horns ten or twelve times at full volume. This is in fact what we have to endure.
6. I do work in Glenview, Northbrook, Lake Forest, and Deerfield and none of these towns have to put up with the train horns. The trains run silent 98% of the time.
7. Install double action gates: the gates will lower as they do now, after a 10 second delay a secondary arm would come down to extend the gate all the way across the roadway. The delay would allow traffic to clear the crossing.
8. In a perfect world. Eliminate the crossing altogether and relocate the traffic over a causeway built over the dam and let the traffic leave the subdivision through the Edgemont intersection.

I realize the horns alleviated the noise pollution for a lot of my neighbors, but for those of us near them it is intolerable. Any thing that can be done to help will be greatly appreciated.

Regards,



Ken Marabella

From: Bob Diedrich [bdiedrich@nwherald.com]
Sent: Monday, August 12, 2002 11:24 PM
To: Ken Marabella
Subject: columns

*Att's file
for Aug. Report*

Enjoy.

Did you find the CL fiasco online?

The first is the recent one about Metra's expansion.
 It ran June 3.

A NIMBY issue has surfaced in my back yard.

And unlike Algonquin trustees who removed the Routes 31-62 northern bypass corridor from their comprehensive plan, I will not join the 'not in my back yard' McHenry residents who are attempting to squash a Metra rail yard in Johnsburg.

See, the train tracks run along the western edge of my subdivision. Tracks that were in plain view of any perspective home buyer who can examine a map, including myself.

Tracks that during my youth carried passengers from Chicago to Lake Geneva on weekends. Tracks that stopped being used, but always remained viable as a future transportation corridor.

And tracks have always carried only one thing: trains.

When details of Metra's expansion plan materialize, it should provide effective safeguards, proper screening and limited noise impact for residents.

However, McHenry residents must remember the issue will be decided by Johnsburg trustees, not one of which is elected by McHenry residents.

Wanting to examine the issue firsthand, I traveled to Mundelein to view an experimental program that has replaced train blasts with a lower impact automated train horns.

The horns are emitted from stereo speakers mounted at intersections and concentrate the sound at the crossing. The system reduces noise pollution by 97 percent, affecting about 5 acres instead of 171 acres.

Sitting in direct sight two blocks away at Mundelein's city hall, I could have had a conversation without raising my voice. Metra spokesman Tom Miller said cities can request and pay for the devices at a average cost of \$52,000 per location. There are 16 months left of study, but there is no reason to wait for the results. The devices should be put at every rail crossing.

In addition, I took an unannounced tour of Metra's rail yard in Antioch. Although smaller in scope than the Johnsburg proposal, the yard was well kept and well screened from a neighboring subdivision that contained two-story, single-family homes similar to those in McHenry's Mill Pond and Millstream subdivisions.

McHenry residents should be given a tour of both locations so they can hear Mundelein's whistles and see Antioch's rail yard.

Metra's plan for Johnsburg also must address train speeds and safety issues, but as a concept, I can't argue against efficient transportation.

Like the addition of Route 53, more trains would provide an alternative to motorists locked in traffic.

And being a lifelong Cubs fan, it's always a benefit when Wrigley Field can be brought to your doorstep. Even if the team has no offense.

Bob Diedrich is a Northwest Herald community editor. He may be reached via e-mail at northbureau@nwherald.com or by calling (815) 385-0170.

This is the one I wrote after the police chief resigned.

Michael Flynn

From: Ckbhanderson@aol.com
Sent: Saturday, August 17, 2002 10:18 AM
To: mflynn@mundelein.org.
Subject: Automated Horn System

Dear Mr. Mike Flynn ;

My name is Chris Anderson and me and my family live on Dorchester Court which is just past Village Green Golf Course on Midlothian. We live right off the road Midlothian;thus, we hear the train whistles at the railroad crossing at h.w. #45 and Winchester. I am not sure on the exact distance we live from the crossing but it is approx. two miles.

Bottomline, we are definately supporters of having the ICC continue to use the Automated Horn system as it is clearly loud at the necessary location but not intrusive to neighbouring residents. Also, the flashing "X" also helps the driver zone in on the fact that he/or she is driving up to a railroad crossing. I think I am right at the threshold of the distance to hear the automated horn sytem but it is not nearly as loud as the locomotive engineers manual honking.

The other point I have for the ICC is that this automated horn system provides a consistent volume and duration rather than the inconsistent volume and duration levels reached by the manual honking method by locomotive engineers. There are times where it is so loud and continuous that it makes me think that the engineers are thinking: well, if I have to be awake in the middle of the night, so can you. I recognize in the case of an emergency, the engineer can also honk the horn manually.

I think this is a step in the right direction for both safety and urban planning and should be continued and used elsewhere.

Thanks,

Yours Truly,

Chris and Karen Anderson
1713 Dorchester Court
Mundelein

8/19/2002

Michael Flynn

From: skaminsky@firstambank.com
Sent: Wednesday, August 21, 2002 3:15 PM
To: Michael Flynn
Subject: Automated Horn System

Mike,

My wife and I are thrilled with the Automated Railroad Horn System! We live in Loch Lomand. Before this system, the horn sound would come rolling off the Lake. This has improved the peace and quiet immensely.

Thank you so much!

Steve & Betty Kaminsky
501 Killarney Pass Circle
Mundelein, Il. 60060
847-566-1918

WE, THE UNDERSIGNED, PROTEST AND DECRY THE BLATANT, EXCESS,
STRESS-PRODUCING BLOWING OF THE HORN THAT YOU DEMAND AT ALL
RAILROAD CROSSINGS. WE CONSIDER IT TO BE NOISE POLLUTION.

AUG 19 2002

Name

Address

1. Brenda Wojcik 2201 SOMERSET LN. Mundelein
2. Dana Bue 28955 Niblick Knoll Ct Mundelein
3. Dana Johnson Corner Health Foods 502 N Seymour Mundelein
4. Deborah Starkey Corner Health Foods 502 N Seymour Mundelein
5. Katay Caplan 353 N Emerald - Mundelein
6. Terri Voss 508 N Seymour Mundelein
7. Paulette Schubert Shipway 204 Court of Ash, Vernon Hills IL 60061
8. Mike BOYK 868 Glenview Ave, Mundelein
9. CHARLES J. NADER 404 N. SEYMOUR MUNDELEIN
10. Richard F. Begg 275 N. Seymour Ave. Mundelein Ill.
11. (Dmitry) 15380. DAKESMAN WAY
12. Teresa Bartels 26921 Countryside Lake Mundelein
13. Matthew Boldt 973 HIGHLAND ROAD, MUNDELEIN, ILL.
14. Jitad 526 N. Seymour Mundelein IL.
15. Clare Henberg 528 N Seymour Av Mund IL.
16. Mary Brown 227 N. GARFIELD MUND IL
17. Tami Robins 1329 Spaulding Dr Mundelein
18. BARBARA ROBIN 1329 SPALDING DR MUNDELEIN
19. Pat Riley 292 SEYMOUR GRAYSLAKE, IL
20. John E. Bray 717 E. Hardy Mundelein IL 60062
21. Alexamoris 223 Chesapeake, VA.
22. M. Topolewski 165 N. Archer Ave Mundelein IL 60061

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Name

Address

1. Mark Stewart 506 N. SEYMOUR MUND.
2. Anthony Hoff 824 Braemar Dr Mundelein
3. Molly J Ryan 407 N Lakeshore Dr Mund.
4. Maurice Riquenas 1280 Sherdeen Mund. IL
5. Jennifer Sonnenberg 343 Greenview Avenue Mund. IL
6. LINDA DODGE 504 N. PRAIRE MUNDELEIN
7. SUE HEFFERNAN 3917 Wood CREEK, ISLAND LAKE, IL
8. Andrei Nagy-Lad 1310 St. Williams Dr. Libertyville IL
9. _____
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Name	Address
1. B. Abernathy	342 E. PARK
2. P. Clendening	402 E. Park
3. G. Whitaker	425 E. Park
4. H. Nelson	300 E. Park
5. Judah L. Behm	300 E. Park
6. Tom Bohm	300 E. PARK
7. Jeff Maynor	201 E. Park
8. Kimlin Foxham	205 E. PARK
9. Anne Campbell	205 E. Park
10. Barbara J. Colma	100 W. Hawley St
11. Doug Debe	421 E. Maple Ave.
12. E. Sara Schleg	406 E. Park St.
13. Jacques M. Homeland	521 Grace Ave Mandeville, MS.
14. Don R. Ruter	343 E. Maple
15. Timothy T. Torackas	337 E. MAPLE
16. Jeff K	327 E. Maple
17. Leslie Molnar	301 E. Maple
18. Chris Molnar	301 E. Maple
19. Cathryn Gimple	131 E. MAPLE
20. Mike Bernhardt	19588 W. Shore Dr.
21. Sarelle Kessler	300 E. Hawley
22. Laura J. Offredo	231 E. Maple

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Name	Address
1. Lisa Meyer	210 E. Hawley
2. Jerry Brookman	-344 Yorkshire Dr
3. M. Wa	401 N. Seymour
4.	
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Name Address

1. Margaret Chamberlain 1001 Dawn Ct. Libertyville, IL.
2. Brian Wick 912 McKinley Dr. Mundelein
3. Margaret J. Lyle 585 Shadde, Mundelein, IL
4. Elaine Tobben 133 N. Edgewood, Mundelein, IL
5. Holly Miller 201 E. Lusk Ave Libertyville IL 60048
6. Ernest Dominguez P.O. Box 124, Libertyville IL 60048
Put old train whistle track - 0134
7. Margaret 1771 Barnhill Dr.; Mundelein 60060
8. Nellie Arnold 251 Vista Rd. Lake Zurich 60047
9. Larry Nabe 225 Goodwin Pl. Mund. IL 60060
10. Pauline J. Nabe 225 Goodwin Mund 60060
11. Candy Borch 1025 Sweet Ct Mundelein
12. Jeanne Pearson 3344 1/2 Karver Ct. Wilmette 60030
13. Peggy Rumsfeld 416 Harrison Ct. Vernon Hills 60061
14. Gerardine Kolacz 406 W. Lincoln Mundelein, IL 60060
15. LAPOLITANO 205 S. Lakeshore Dr Mundelein IL 60060
16. Sue O'Neill 609 S. California Mundelein 60062
17. Jan Storch 6578 R.F.D. Long Grove 60047
18. Mercedes Lenz 29044 1/2 N. Lincoln Rd Mundelein, 60060
19. Sherry Corder 85 N. Crescent, Mundelein 60060
20. Rita Q. Ryan 58 Shady Lane Mundelein 60060
21. _____
22. _____

Michael Flynn

From: Kathy Hedberg [kpegg@corecomm.net]
Sent: Saturday, August 24, 2002 2:45 PM
To: Michael Flynn
Subject: Automated Horn System

Dear Mr. Flynn,

I think the automated horn system that was installed at the intersection of 176 and Jeannette in Mundelein, has made a world of difference in the Holcomb subdivision. As a resident in this subdivision, and living near the tracks, the new system has not interrupted my family time in the evenings as well as during the middle of the night when the trains roll by. My of my neighbors has expressed "How nice it is not to hear the train beep their horns in the middle of the night". I commend the village and the ICC in their efforts in to minimize the sound pollution in our area. I hope this is a permanent decision by the village and the ICC to keep the automated horn system in place.

Sincerely,

Kathy Hedberg

8/26/2002

AUTOMATED HORN SYSTEM QUARTERLY MEETING
MINUTES
AUGUST 22, 2002

Attendance: Mike Barron (Canadian National), Jack Palach (Canadian National), Mike O'Brien (Village of Mundelein), Mike Flynn (Village of Mundelein)

Also in attendance: Chip Pew (ICC), Dick Raub (Northwestern), Roy Lucke (Northwestern), Dusty Powell (LCDOT), Bruce Christensen (LCDOT), Jack Gasinski (Metra), Robert Alberton (RCL via phone)

Mike Flynn called the meeting to order at 10:00 a.m. Mr. Flynn explained that this is the first of the quarterly meetings required by the ICC order. Its purpose is to discuss the operation of the automated train horn system. In accordance with the order, only the Canadian National and the Village of Mundelein are required to meet quarterly to discuss operation of the system. However, members from all the departments participating in the task force were invited to this meeting in case they had comments regarding the operation of the system.

Automated Horn Malfunctions. Mr. Flynn explained that automated horn system malfunction is understood to mean a failure of the automated horn that causes the confirmation signals to shut off. Whenever this occurs, the train engineer is required to sound their horn. Mr. Flynn has been reporting such malfunctions in his monthly reports to the ICC. Discussions centered on making sure that all such incidents are recorded properly. Robert Alberton indicated that he will send Mr. Flynn a log of all service calls which can be included in future reports to the ICC.

Mike Barron reported that the Canadian National has had no negative feedback regarding the operation of the automated horn system. From their perspective the system appears to be running smoothly.

Mr. Flynn noted that on one prior occasion during a period when the confirmation signals were not working, a train crew was observed *not* sounding the horn at the Park Street crossing. Mike Barron instructed the group that whenever this is observed, the Canadian National should be notified and provided with the date, time and location, and if possible, the engine number.

Crossing Gate Malfunctions. Mr. Flynn reported that when crossing gates malfunction and remain in the down position, the automated horn is activated. In these instances, when Village personnel respond they have procedures to silence the horns until the gates are repaired, at which time the automated horn system is activated. Everyone agreed that this practice seems to be working smoothly. There were no negative comments regarding the intersections not within the Village of Mundelein. Village personnel would not typically respond to gate malfunctions at Winchester Road or Peterson Road. Libertyville police and Public Works have been trained in these procedures and they have reported no negative comments.

Malfunctions Reporting Protocol. The committee reviewed the Village of Mundelein's protocol for reporting malfunctions. The consensus was that everyone is clear and operating smoothly.

Input from Railroad Engineers. Mike Barron reported that he has received no negative comments from train engineers. Crews have adjusted to the confirmation signals.

Jack Palach reported that the signal maintainers have had no problems dealing with the automated horn system.

Blinder Installation. Mike Flynn reported that RCL has installed extended blinders at Route 60 and Hawley Street on the confirmation signals in order to deflect the light from the signals. The installation appears to have reduced the visibility to the motorist without affecting the visibility by the train crews. The blinders appear to be useful only at certain crossings that are perpendicular to the tracks.

Survey of Engineers. Dick Raub explained that a survey of railroad engineers would be included as part of the final report. The survey will be mailed shortly. The survey will also include input from the general public of Mundelein.

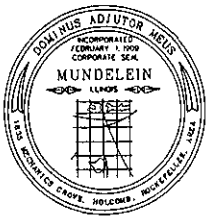
Public Perception. Public perceptions and input was discussed. The general perception is that the horns are a great addition and greatly reduce disturbance. Dick Raub explained that the final sound studies, survey of the engineers, survey of the public, and report on violations should be prepared in September with the draft final report issued in October 2002.

Next Meeting. The group decided that the next meeting would be in October 2002. The specific date will be chosen later. It was agreed that all parties would be invited to the meeting to provide comment.

The meeting adjourned at 11:00 a.m.

Minutes taken by:


Michael A. Flynn
Assistant Village Administrator



VILLAGE OF MUNDELEIN

Marilyn Sindles, Mayor

Pamela Keeney, Clerk

440 East Hawley Street
Mundelein, IL 60060
www.mundelein.org

Telephone: (847) 949-3200
Fax: (847) 949-0143
info@mundelein.org

August 28, 2002

Mr. Kurt Anderson
Railroad Controls Limited
500 South Freeway
Fort Worth, TX 76104

Dear Kurt:

Earlier this summer Railroad Controls installed "blindings" at the automated horn system signals at Route 60 and Hawley Street. The blindings are intended to reduce the glare from the blinking confirmation signals to the motorists. I have asked for staff input on these devices and discussed them at the first quarterly operations meeting held on August 22, 2002. Our feeling is that initially there were a number of calls regarding the signals, but over time comment has subsided. We feel that the blindings have provided some relief to the motorists, but are effective only at those crossings that are perpendicular to the tracks. Where crossings are angled, such as Butterfield Road, the shielding effect of the blindings would be ineffective.

We recommend that the blindings be added to Allanson, Park Street, Route 176, Dunbar, Peterson and Winchester. If the sides could be a little longer the shields might be even more effective.

Sincerely,

Michael A. Flynn
Assistant Village Administrator

MAF/ch

cc: Bob Berry, ICC

Date	City	Crossing	Complaint
3-16-02	Mundelein	STH 60	improper blow sequence
3-18-02	Mundelein	Dunbar	error 3 on term slave
3-19-02	Mundelein	Dunbar	no conf./low voltage to VRD
3-20-02	Mundelein	Winchester	no power to slave
3-25-02	Mundelein	Park St.	no confirmation/ found error code 3 on vib
3-25-02	Mundelein	Peterson	no confirmation/error code 3 on slave
3-31-02	Mundelein	STH 60	error code 3 on vib
3-31-02	Mundelein	Alanson	error 13 on master control board
4-2-02	Mundelein	STH 60	error code 3 on vib
4-4-02	Mundelein	Butterfield	no confirmation of horn blowing
5-22-02	Mundelein	Alanson	heartbeat LED on main control board on solid
5-22-02	Mundelein	Park St.	no conf./slave error code 3
5-30-02	Mundelein	STH 60	no confirmation/error code 3 on slave
5-30-02	Mundelein	Winchester	no confirmation/error code 3 on slave
6-12-02	Mundelein	Park	VRD was damaged
6-16-02	Mundelein	all crossings	Intermittent Detector Failures
6-24-02	Mundelein	STH 60	no conf./slave error code 3
6-24-02	Mundelein	Maple Ave.	no confirmation/error code 3 on Master
7/29/02	Mundelein	STH 60	Slave Board Error Code 3
7/31/02	Mundelein	STH 60	Slave Board Error Code 3
8/21/02	Mundelein	Dunbar	no confirmation/ VIB error code 3
8/22/02	Mundelein	STH 60	power supply damaged

Person Reporting	Repair
Phil H.(RCL)	replaced bad VRD
Phil H.(RCL)	replaced horn board
Phil H.(RCL)	repaired wiring problem
Phil H.(RCL)	repaired wiring problem
WCL/Chris W.(RCL)	Reset board error went away/sent replacement board 3-26
WCL/Chris W.(RCL)	Reset board could not duplicate possibly weather related
Chris W.(RCL)	reset
Chris W.(RCL)	reset
Chris W.(RCL)	reset
WCL/Chris W.(RCL)	reset
WCL/ Allan(RCL)	Reset Board Sent replacement, to be installed 5/24/02
WCL/ Allan(RCL)	found loose Wagos on slave board/ repaired and reset
WCL/Chris W.(RCL)	Reset and checked connections to speaker and det.
WCL/Chris W.(RCL)	Reset and checked connections to speaker and det.
Allan Chambers(RCL)	VRD replaced system up and running
Allan Chambers, Chris W.(RCL)	All IC10 Chips replaced with new software
WCL/Jeff Minnis	reset
WCL/Jeff Minnis	reset
CN Dispatch	Replaced Detection speaker Slave Side
CN Dispatch	Replaced Slave Board and put V020731 software in
CN Dispatch	Replaced VIB
CN Dispatch	Replaced Power Supply